

**OFFICIAL FILE**  
**ILLINOIS COMMERCE COMMISSION**

**ORIGINAL**

State of Illinois  
Illinois Commerce Commission

ILLINOIS POWER COMPANY, d/b/a AmerenIP  
and Ameren Illinois Transmission Company

Petition for (i) a Certificate of Public Convenience )  
and Necessity, pursuant To Sec. 8-406(a) of the )  
Public Utilities Act; (ii) a Certificate of Public )  
Convenience and Necessity, pursuant to Sec. )  
8-406 of the Public Utilities Act, authorizing )  
construction, operation and maintenance of )  
new 345,000 volt lines in Monroe, Randolph, )  
St. Clair and Washington Counties, Illinois; (iii) )  
an order pursuant to Section 8-503 of the Public )  
Utilities Act approving construction of new )  
Transmission facilities, (iv) approval of an )  
Agreement between affiliated interests, and )  
(v) other relief as may be necessary. )

Docket No. 06-0179

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Jeffrey H. Guebert  
6964 Griggs Rd.  
Red Bud, IL 62278

September 25, 2006

Illinois Commerce Commission  
527 East Capitol Avenue  
Springfield, Illinois 62701

RE: Case Number: 06-0179  
Illinois Power Company  
D/b/a AmerenIP and  
Ameren Illinois Power Transmission Company

CHIEF CLERK'S OFFICE

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ILLINOIS  
COMMERCE  
COMMISSION

**STATEMENT OF POSITION:**

I am a landowner in Randolph County. My property lies within two of the proposed routes for Ameren's new transmission line. The section of the route my property is in, is between the Baldwin power plant and the Kaskaskia River. That is the part of the line I would like to focus this letter on. I have looked at each of the three routes Ameren has proposed for this section. I have also listened and read the concerns and comments from landowners and others affected by these routes, as well as spoken to Ameren representatives and heard their perspective. After gathering all the information, I've come to the conclusion that the best route may be one that has not been suggested yet. I have enclosed a map with a new route on it. I will refer to this new route as the blue route as I explain the reasons that I have chosen this route.

**Health Factors**

It seems one of the main concerns by landowners along the green route is that the distance of the transmission lines is too close to some residences and would cause a health risk. Ameren seems to feel that this would not be the case. I will not try and argue either way, however; I have seen information from both sides and feel that because I am not a medical professional I cannot say which is right. I will say that by using the blue route the risk would be greatly reduced, if not eliminated altogether.

By taking the blue route, every residence that was along the green route, would be farther away from the line than it was before. Some residences would double or even triple their distance away from the line. About one half of the landowners along the green route with residences would be removed from Ameren's list of impacted landowners completely.

Another concern is that individuals with medical devices, such as pacemakers, will be affected by having to drive underneath the line when leaving their homes. Ameren believes this is not the case, however, many transmission lines cross lanes and roads. Again, I will not try to argue this case. The blue route does not cross any residential lanes that landowners would have to use everyday to leave their home. It also crosses only one highway one time (IL 154). It crosses a secondary road only once as well (Stringtown Road).

In comparison, the green route crosses IL 154 one time, Stringtown Road three times, and at least two or three residential lanes. The red route and the brown route are far worse. They cross four highways (the Baldwin/New Athens highway, County 18 highway, Baldwin/Walsh highway and IL 154). They cross two secondary roads (Stringtown Road and Springview Road). They also cross two residential lanes.

If it is true that medical devices would be affected, then it is easy to see that more people of the general public with the same ailments would be at risk by the red route.

#### **Future Development of the Area**

The discussion on this issue seems to revolve around the Village of Baldwin and which direction has the greatest potential of development. The best word I can come up with to describe all of the area around Baldwin is "stagnant," it just hasn't happened. The Baldwin Power Plant, which was supposed to be a big boost to the town, has probably been its biggest hindrance. With the exception of Casey's in Baldwin, no new businesses have been built around Baldwin in fifteen to twenty years. The only houses built were a couple to replace homes already there, or new homes built by family members of the landowners. I feel the area where the blue and green routes are located already have limitation when it comes to development. When you leave Baldwin to the west on 154, all of the land to the north is owned by Dynegey and the IL Department of Natural Resources. I think we can all agree this land will not be developed any time soon. You also have the Kaskaskia River and the IL Department of Natural Resources to the west to halt development there. In fact, a parcel of property was recently sold next to the Village of Baldwin to the west. The property had a house on one side, a railroad on another, and streets on the other two. You would think this would be a prime location for any developer; however, a farmer bought it. In this day of high land prices this does not happen if developers think there is any potential for development.

The areas to the north, south, and east have fared no better over the years. It is my belief that development needs a reason to happen, something to move towards. Until recently the area did not have that, but within the last year local and state governments have invested over fifty million dollars into the World Shooting and Recreational Complex. This facility was built to host year-round events, some of which are supposed to bring tens-of-thousands of people. All of the elected officials involved with project have proclaimed what a great opportunity this facility will be to the area. Whether or not anything happens remains to be seen. However, with Baldwin being the closest municipality to the facility, it would be a shame that after all the years of no potential reason for development a town would be cut off when an opportunity like this presents itself. This is what could happen if Ameren's red or brown routes are used, as both routes cut between Baldwin and this facility.

I would also add that, just like health factors, the red and brown routes cross more highways, and if you look at potential for development it usually happens along a highway. In this case, the red and brown cross four highways, one of which has the shooting complex located on it. In looking at the map, you will notice that the red and brown routes virtually surround the Village of Baldwin and with the west of Baldwin already having built in limitations choosing either of these routes would not leave Baldwin much of a chance for growth. Therefore, I believe the blue or green routes would be the preferred routes to ensure the possibility of future growth in the area.

#### **Other Factors**

In making a decision as to where to locate the blue route I tried to balance both the positions of Ameren and that of the landowners. On one hand you have Ameren and their proposed green route, which is the shortest

most direct route. The reasons I was given for their choice of this route were: cost factors, their effort to not use any more private land than they had to, and that the straighter the line the more integrity it has. On the other hand you have the landowners saying that in Ameren's efforts to take the shortest route possible it brings the line too close to some homes and should be put in a more open area. I believe the blue route is a perfect compromise of both of these positions.

The area west of Baldwin has an abundance of open land on which a transmission line could be placed. I believe of the routes Ameren proposed the green is the best. But I think the blue route uses this land in a more beneficial way. Not only would Ameren get a route that closely resembles the green one but it also reduces the number of landowners impacted by at least a third. The green route has thirteen landowners, the red thirteen, the blue route would only have eight. I understand the blue route would be slightly longer than the green but in comparing the routes the extra distance from the green to the blue could be measured in yards. If you measured the extra length between the green and the red you would have to measure it in miles. The red route is at least four and a half miles longer.

I am also aware that adding the extra turns or angles along the blue route would cost Ameren extra, but in looking at the red or brown routes Ameren would have to add them to these routes also. I have looked at the existing transmission lines coming out of Baldwin Power Plant and have seen how they use turns and angles to maneuver around objects such as lakes, roads, and houses. On a recent trip to Chicago I looked at transmission lines there that used the same type of poles Ameren would use here and they do the same thing. I would also add that on this same transmission line in the Fults area of Monroe County Ameren's route makes many more jogs or turns in the same distance of line. I was told this was because of environmental or conservation concerns. I feel that if Ameren can adjust the line in that area the extra couple turns on the blue route should be able to be justified.

The terrain the blue route would have to cross is no different than the green. It would consist of open cropland, pasture, and some woods. This would be the same on any route. The blue and green routes just use less of it. The blue route would also go through the least amount of woods.

I also feel like it is only logical that a route should go in the general direction it is going to end up. The direction from the Baldwin power plant to the Kaskaskia River is southwest. The blue and green routes go in this direction. The red and brown start out going northeast the exact opposite direction. The brown goes a mile and the red a mile and a half.

I would also like to point out that no matter which route is taken the effects on the landowners would be no different. Just like the landowners along the green route, the landowners along the alternate red and brown routes would look at this transmission line as an unwelcome burden. Family farmers own over ninety percent of the private land along the alternate routes. Most of these families farm the land themselves and rely on this land to provide for their family. Some have pastures with cattle and some plan on possibly having their children build houses on their land. My family has had oral offers from people to buy the land. My family has also lost land by eminent domain when the Kaskaskia River project was developed. The point is people along the routes are basically the same, with the same reasons for not wanting the line on their property.

They are all good people whose families worked hard to keep the land they have and only wish for it to remain as it is and be left alone. The only overwhelming difference is the length of the line. That is why I believe the blue and green routes on the west side of Baldwin are a better choice than the alternate red and brown on the east side.

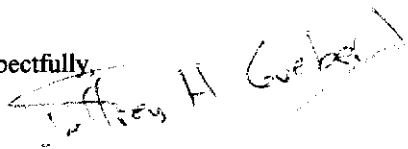
I would also like to add that no matter where the line goes Ameren or whoever makes the decision should speak with the landowners and ask them where on their property it would inconvenience them the least. I feel this would only be fair.

I understand that no route will be perfect, but I think the blue is the best alternative so far. It is the safest route, it affects the least amount of landowners, and it is second in length and cost only to the green line. It leaves open the most land for development.

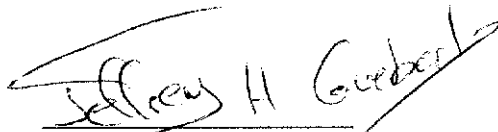
I would only ask that these things be considered in making a decision where to locate the transmission line.

I would welcome the chance to make this proposal in person, as I believe I could explain it much better. I would also welcome the chance to show anyone interested in the blue route so they can see the open land available. I also would welcome any requests for more information on the blue route. I thank you for your time.

Respectfully,

  
Jeffrey H. Guebert

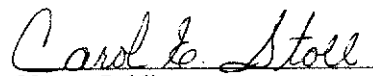
Jeffrey H. Guebert, by his signature, swears, deposes and states that the statements set forth in this petition are true in substance and in fact.

  
Jeffrey H. Guebert

9/27/2006  
Date

Subscribed and sworn to me before this 27<sup>th</sup> of September 2006.



  
Notary Public